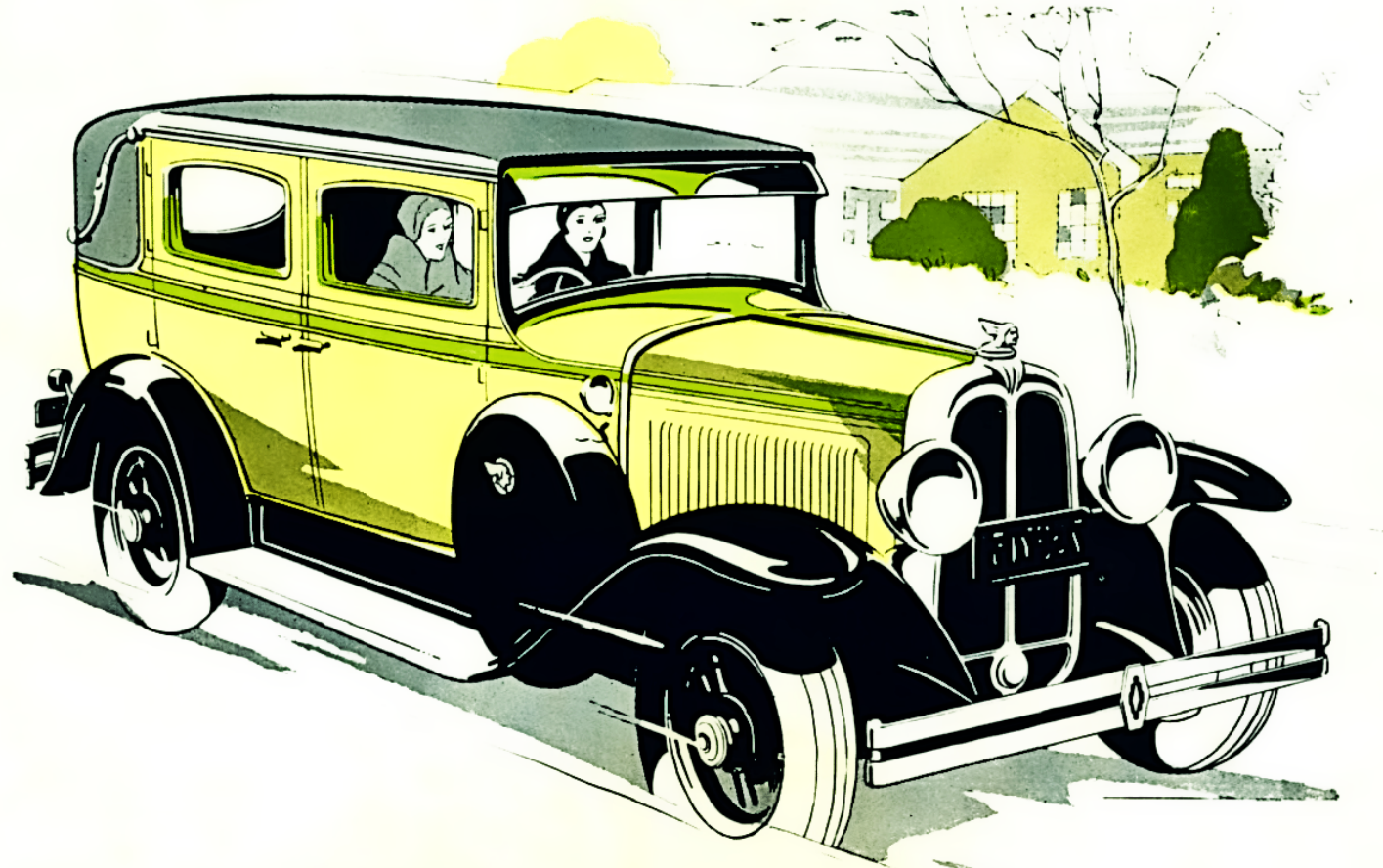
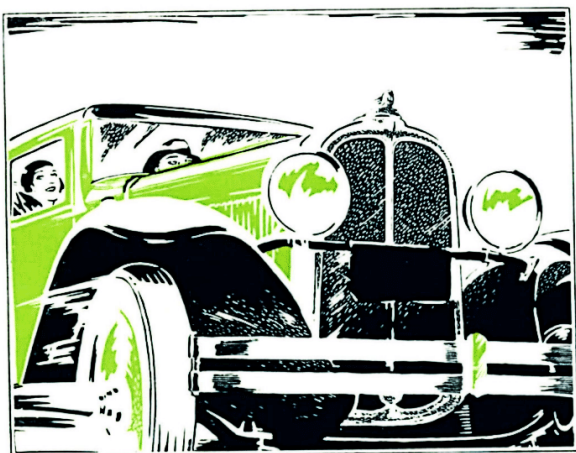


LONG LIFE

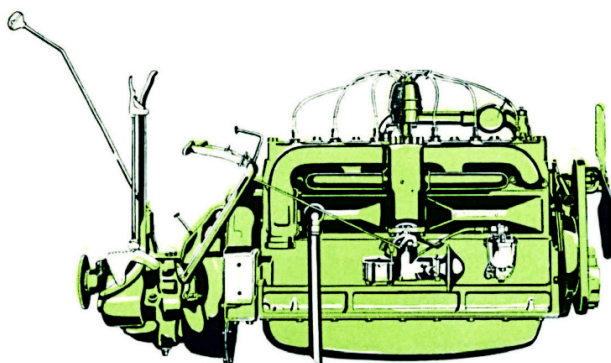


PONTIAC *for* 1930



... These simple engineering principles assure LONG LIFE with Brilliant Performance in the PONTIAC SIX

B RILLIANT performance year after year . . . throughout Pontiac's long life . . . that in brief is the result of all the engineering features which are exclusive to Pontiac in its class.



*The engine of the 1930
Pontiac Six*

Engineers will tell you the reasons why Pontiac IS long-lived—and the story is easy to understand.

First, low engine speed. Pontiac's fewer engine revolutions per mile means that this sturdy power unit does not wear out quickly—that it is still in "fine nick" when higher speed engines are ready to be scrapped. Remember that the Pontiac Six requires FEWER engine revolutions per mile of road travelled—regardless of car speed—than any other car of its price.

Second, less wear. The short piston stroke, a Pontiac feature, means that its pistons travel 222 feet less per mile than those of the average car. The entire design, due to this

short stroke, provides less vibration, less strain, less wear—gives you greater comfort, lower upkeep, and *longer life*

Third, Pontiac's sturdy construction. It is built to last. Stronger, heavier throughout—with extra weight where weight is needed—not only for strength, but for safety, and obviously for endurance as well.

Brilliant Performance

Yet with all these long-life features, there is no sacrifice of speed, hill-climbing capacity, power, flashing pick-up, and flexibility in traffic. On all these points Pontiac scores heavily—its performance, furthermore, is long-lived as well as brilliant.

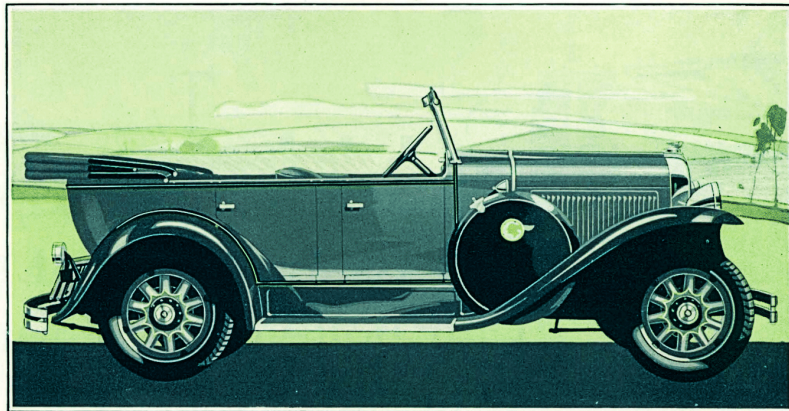
Reliability.

The reputation of the Pontiac Six for reliability is well known. The ability to "keep going"—isn't it a valuable trait in any car? In Pontiac, designing and building for long life is the reason.

All this is simply confirmation of the selection of thousands of motorists who have chosen Pontiac because they liked its looks, its style, its clean-cut design—and it will guide the choice of thousands more whose appreciation of a fine motor car penetrates the externals and recognises the sterling character beneath. For such people are not content with a car which soon shows signs of age—they want transportation such as Pontiac provides, with all that Pontiac construction can do to assure long life.



PONTIAC SIX

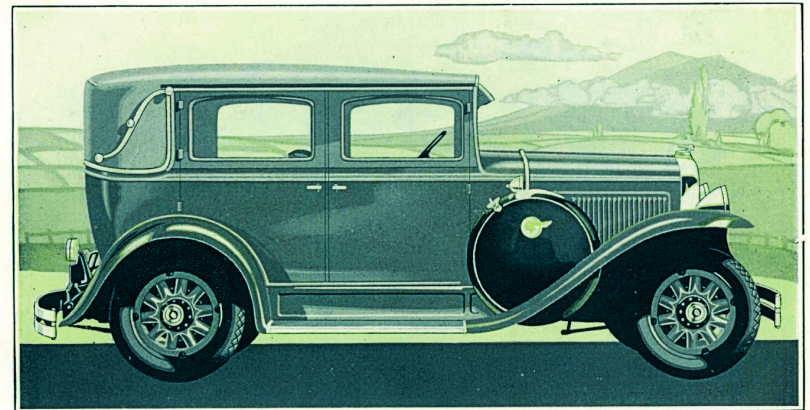


THE TOURER.

The distinctive character of the Pontiac Tourer is apparent from this illustration. It LOOKS the big roomy car that it actually is. The long bonnet and small massive wheels aid in giving it the long, low-slung appearance that is the latest mode. The spare tyre is carried in a fender well at the side,

and bumpers and bumperettes are standard equipment. Seats are particularly well padded.

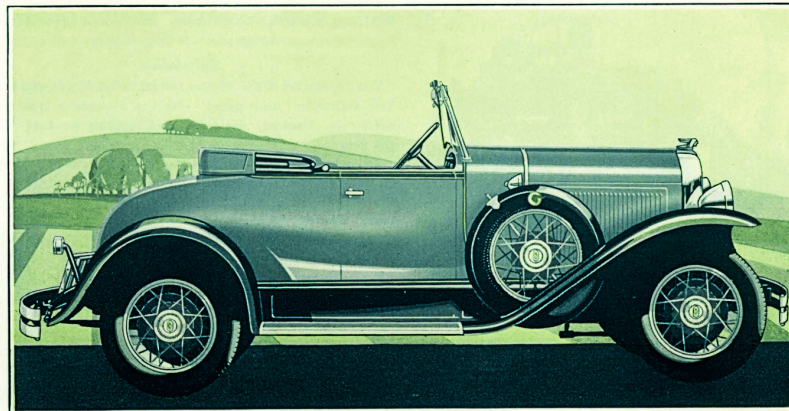
Bodies are finished in smart tones of Duco, and all exposed bright metal parts are chromium plated, a finish which retains its lustre and is easily cleaned.



THE TOURING SEDAN.

Truly the expression of the latest mode is this distinctive Sedan. The smartness of its lines and the beauty of the colour combinations in which it is offered are enhanced by the coloured fabric top and back and the bright chromium plated Landau irons. A half-round moulding extending from the radiator all round the body gives a desirable impres-

sion of better length. Spare tyre is carried in a fender well at the side, and full bumpers and folding luggage rack are standard equipment. The interior is roomy and beautifully trimmed, and provides ample accommodation for five people. Wind shield is of the slanting non-glare type, and may be raised for ventilation. Wire wheels are optional equipment

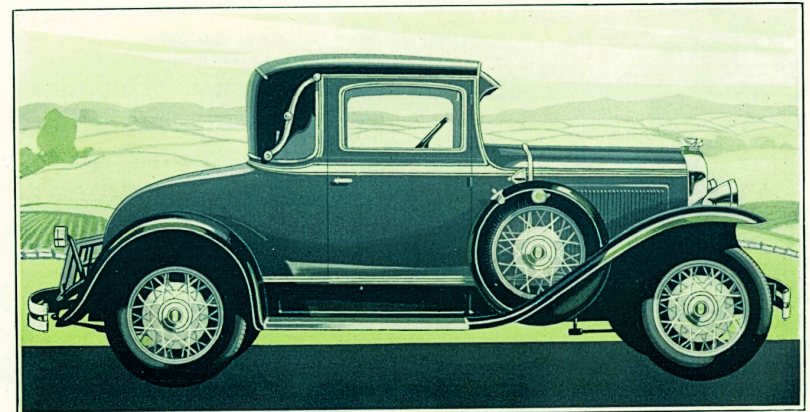


THE SPORTS ROADSTER.

This smart Sports model will earn the immediate appreciation of every outdoor enthusiast. Its racy lines are enhanced by the use of wire wheels with large chromium plated hubs, and two spare wire wheels and tyres are carried in fender

wells on each side of the car. Full bumpers front and rear and a folding luggage rack are standard equipment. The Dickey seat enables two extra passengers to be carried in roomy comfort.

FOR
LONG
LIFE



THE SPECIAL COUPE.

A special demand has been answered by the creation of this model. It provides all the essentials of a roomy and comfortable closed car for two people, and a Dickey seat is provided so that two extra passengers may be carried if necessary. The rear window opens and provides a means

of communication between passengers in both seats. Six wire wheels, the two spares being carried in fender wells, are standard equipment, as are also full bumpers front and rear, and a folding luggage rack. The finish and appointments match those of the Touring Sedan.

MECHANICAL DETAILS

of the Long-Life Pontiac Six

ENGINE—Six cylinders, I-head, honed cylinders cast en bloc, with crankcase integral. Removable head in two sections. Bore, $3\frac{1}{8}$ inches; stroke, $3\frac{1}{2}$ inches; displacement, 200 cubic inches. G-M-R cylinder head with 4.9 to 1 compression ratio. Water cooled with pump circulation, automatic thermostat control. Interchangeable bronze-backed bearings. Silent chain camshaft drive. Cast-iron pistons with two plain rings and one oil drain ring. Pressure feed regulated constant flow type lubrication system with pressure-suction crankcase ventilation. Harmonic balancer. Extra rigid crankcase reinforced by new ribs parallel and opposite to the crankshaft.

ENGINE SUPPORTS—Four-point supports. Insulated from frame with rubber inserts.

CRANKSHAFT—Three-bearing counter-weighted type, weighing 53 pounds, statically and dynamically balanced. Bearing sizes: Front, $1\frac{1}{2}$ inch diameter by $1\frac{1}{2}$ inch; centre, 2 inch diameter by 2 inch; rear, $2\frac{1}{8}$ inch by 2 inch. Bronze-lacked, babbit-lined interchangeable main bearings.

CAMSHAFT—Drop-forged steel, integral cams. Cams and bearing journals case-hardened and ground. Lift, $\frac{1}{8}$ inch. Bearing sizes: Front, $1\frac{1}{2}$ inch diameter by $1\frac{1}{2}$ inch; centre, $1\frac{3}{4}$ inch diameter by $1\frac{1}{2}$ inch; rear, $1\frac{1}{2}$ inch diameter by $1\frac{1}{2}$ inch. Lubrication by special oil pockets fed by spray from crankshaft. Silent drive with $1\frac{1}{4}$ inch chain.

PISTONS—Cast-iron, assembled in matched sets, $3\frac{1}{8}$ inches in diameter with three $\frac{3}{8}$ inch rings. Piston pin, $1\frac{1}{8}$ inch diameter, locked in piston. Special aluminium plug in ends of pin assures permanent fit.

CONNECTING RODS—Selected in matched sets, drop-forged, heat-treated. Lower bearing, 2 inch diameter by $1\frac{1}{8}$ inch; upper bearing, $1\frac{1}{8}$ inch diameter by $1\frac{1}{8}$ inch bronze; lower bearing, high-grade babbit, accurately broached to size.

VALVES—High temperature resisting. Intake valves, $1\frac{1}{4}$ inch clear diameter nickel steel; exhaust valves, $1\frac{1}{8}$ inch clear diameter silicon chromium. Accessible for grinding by removing head. Valve spring dampeners. Tappets have long-wearing chilled cast-iron foot with steel stem; self-oiling, mushroom type.

LUBRICATION SYSTEM—Special design known as regulated constant flow type, pressure being taken care of by adjustable pressure release valve. Pressure feed from gear-driven pump to all main bearings, connecting rods, and timing chain. Submerged gear type oil pump, driven from camshaft. Valve compartment open to spray. Valve chamber provided with oil-tight coverings. Pressure gauge on instrument board. Oil filler and oil level gauge located on left side of engine. Oil capacity, 5 quarts. Pressure oil lubrication fittings for chassis. Pressure-suction type crankcase ventilator with individual air cleaner.

FUEL SYSTEM—Petrol pump feed and filter. Elliptical petrol tank in rear provided with gauge on dash.

MANIFOLDING—Three-port intake manifold with riser heated by exhaust gas from all six cylinders. Heat control valve in exhaust manifold, adjustable for summer or winter temperature conditions or for temperature between these extremes.

CARBURETTOR—New $1\frac{1}{4}$ inch vertical, multiple jet type with accelerating pump and economizer, easily adjusted. Air purifier furnished.

ELECTRICAL SYSTEM—New metric spark plugs. Delco-Remy starting, lighting, and ignition. Manual shift starting motor. Foot-controlled tilting beam headlights. Generator three brush current regulation. Automatic distributor. Six-volt, 13-plate, 80 ampere hour storage battery. Side lamps for parking. Approved combination tail light and stop light with tubular support. New Delco-Remy ignition coil lock.

CLUTCH—Dry single disc cushion drive type, ventilated and self-adjusting. Driven disc faced with long-wearing lining. Outside diameter, $8\frac{1}{4}$ inches. Six pressure springs, pedal adjustable to compensate for wear. Release bearing operates only when clutch is disengaged.

COOLING SYSTEM—Water, circulated by pump with balanced impeller; cellular type, cross-flow radiator with thermostat control; chrome-plated shell. Frontal area core, 393 square inches. Capacity, 10 $\frac{5}{6}$ th quarts. Two-blade fan on pump shaft, 17 inches in diameter.

TRANSMISSION—Unit power plant type, selective sliding; three speeds forward and one reverse. Gears of heat-treated alloy steel accurately cut and finished. New Departure ball bearings for ten-spline main drive shaft. Bronze bushings for countershaft gears. Greater gear tooth area.

FRAME—Pressed steel channel section, 5 inches deep, $1\frac{1}{4}$ inches wide. Straight side members. Tapers from front to rear. Five cross members, including rear engine support. Integral bumper mountings. New design tyre carrier.

STEERING GEAR—Hourglass type; hardened steel, worm and sector gear. Worm mounted on taper roller bearings and fully adjustable for wear. 17-inch steering wheel. Ebony finish rim with metal spider to match rim. 13.6 to 1 ratio for easy steering. Horn button, black to match, in centre of steering wheel.

INSTRUMENT PANEL—New grouping of speedometer, petrol gauge, oil gauge, and ammeter in centre of raised panel on instrument board. Instruments are individually mounted. On one side are placed the ignition lock and lighting switch buttons. On the other side are the choke and throttle control buttons. All instrument dials, black with white figures. Illuminated by a soft, reflected light in centre of instrument panel.

FRONT AXLE—Heavy, drop-forged, I-I cam, reversed Elliott type. Springs over axle. Ball bearings for wheel spindles. Ball thrust bearings on kingpins. Tie rod and drag link ball and socket connections have springs to cushion road shocks and automatically take up wear.

REAR AXLE—Heavy semi-floating type, pressed steel banjo housing; spiral bevel drive gears. Heat-treated nickel steel pinion and ring gears. New Departure ball bearings used throughout except wheel bearings, which are Hyatt roller type.

WHEELS—New conventional artillery wheels with steel felloes having ten massive spokes with large hubs and $6\frac{1}{4}$ inch diameter flanges. Equipped with 19 x 4 inch rims. Special equipment at slight extra cost, includes six wire wheels, six tyres, trunk rack, front fenders with tyre wells, and side carriers with two locks.

TYRES—Low-pressure balloon cords, 29 x 5 inches.

BRAKES—Improved four-wheel brakes of mechanical type, internal-expanding with 177 square inches of braking surface. Rubber cups seal openings around brake and clutch pedal slots when pedals are in normal position.

SPRINGS—Semi-elliptic, front and rear. Length of front spring, 36 inches; width, 2 inches. Length of rear spring, 54 inches; width, 2 inches. Front spring, special quality carbon steel. Rear spring, silicon-manganese steel. Spring shackles, self-adjusting for wear. Hydraulic shock absorbers standard equipment.

TURNING CIRCLE—38 feet to right, 39 feet 2 inches to left.

OVERALL LENGTH—167 $\frac{1}{4}$ inches.

ROAD CLEARANCE—8 $\frac{3}{4}$ inches.

Specially designed hardware and interior fittings. Sloping VV windscreen.

Prices, colours, specifications, and equipment subject to change without notice.

General Motors (Australia) Pty. Ltd.
Brisbane Sydney Melbourne Adelaide Perth